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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

INFORMATION REPORT

CD NO. [REDACTED]

COUNTRY USSR (Crimea)

DATE DISTR. 5 Feb. 1952

SUBJECT Submarines and Gunboats at Balaklava

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PLACE 25X1A

NO. OF ENCL. (LISTED BELOW)

ACQUIRED [REDACTED]

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DATE OF INFO.

SUPPLEMENT TO REPORT NO.

25X1X

1. Motor gunboats: *

a. Berthed alongside the quay, right at the yard. They never rode at anchor in the harbor or the roads.

b. Straight stem, cruiser stern, length 14 m, beam 3.20 m draft about 1.75 m, freeboard at normal load about 1.50 m. Stem slightly raking and pointed above and below; stern inclined, pointed.

c. Superstructures: Bridge in forward third of length, entrance from either side, three portholes on each side. Forward of bridge, a radio mast with antenna system, about 4.5 to 3 m high..

The bridge is located in the forward third of the boat's hull. An unprotected 40-mm gun is mounted on both the foredeck and where the second third begins; it can be turned 90 degrees to either side.

A depth-charge launching installation with 6 depth charges is mounted at the stern; size and shape of the depth charges are practically the same as the German types. The launching device is of the simple slip-down type and not of the throwing (or similar) type.

A twin-barreled machine gun is mounted on the bridge.

25X1X d. [REDACTED] estimates speed of the boats in comparison with the German motor mine sweepers [REDACTED] and gives the cruising speed as 18 knots and the top speed as not less than 24-26 knots.

At top speed only the bow was visible. All other parts of the vessels were masked by spray and the stern was riding rather low in the water.

The boats were diesel-propelled; they had three screw shafts and two rudder blades. Excellent maneuverability, including at very high speeds. Steel-gray paint.

25X6

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25X1X e. Complement: The commanding officer was usually a lieutenant JG or a full lieutenant. [REDACTED] saw what appeared to be either two or two and a half stripes with a star above them, on the sleeves.

Other members of the crew: four stokers, two signal men, six sailors and one engineer. There are two additional sailors for serving the guns. Quarters for the crew are in the forward and after sections of the craft. The commandant and the engineer officer have private quarters.

25X1X f. Radio installations: [REDACTED] can make no definite statements on this subject, but he is positive that he saw no D/F frame or any parts of a radar set or radar receiver.

g. Hulls of the vessels. Completely wooden except for armament, propelling plant and technical gear.

2. Submarines: **

The information on the submarines is far less accurate. [REDACTED] describes the submarines as follows:

stc.

a. Raised forecastle) curved-upward slightly. After deck sloping in third section at waterline. Exhaust ports in the fore-and-aft line, both at the stem and the stern. [REDACTED] two types of boats of different size, although their silhouettes were absolutely the same except for the lower part of the hulls. In the larger type, lateral outer bunkers for power oil projected about 1.50 to 2 meters on both sides abreast of the bridge.

On the smaller type, a single-hull submarine, no outer bunkers were observed.

The length of the smaller type of boat was given as 20 to 35 meters, the beam 4 to 6 meters. The bridge is described as being of the standard streamlined shape. An unprotected gun, of heavier caliber than that of the gunboats, is on the forecastle. The submarines were painted steel-gray. At the bow was a net cutter with a net deflector leading to the bridge and a net deflector from the bridge to the stern. These deflectors also serve as a radio antenna. There was a periscope in the middle of the conning tower. The distinguishing numbers of the units were painted in figures 50 cm high on the conning towers of the submarines.

b. General remarks on the submarines.

[REDACTED] is of opinion that the cleanliness of both the crews and the upper decks was perfect. The discipline, especially on the submarines, was very bad. Officers and other ratings could only be distinguished by their rank badges. [REDACTED] heard directions, but never orders, being given.

c. Flying the flag.

Besides the commandant's pennant an ordinary red flag (not a naval ensign) flew on the submarines and the gunboats.

3. Number of war vessels lying in harbor. **

An average of 14 to 16 motor gunboats (including those under repair), about eight to 10 large submarines, and four to six small submarines, would be in the harbor at one time.

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25X6

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25X6

25X1X The motor gunboats usually left harbor for training in half-flotilla formation (six to eight boats). The submarines always put out individually. [REDACTED] observed exercises by the motor gunboats, which made attack runs on two battleships which had come from Sevastopol. Station drill on the submarines, such as used in the German navy, was never observed [REDACTED]

25X1X Only trimming exercises and diving at periscope depth were observed in harbor.

4. Submarine tender.

Formerly a small passenger steamer of about 1,400 GRT, now an unarmed accommodation ship for crews. Equipped with power oil containers as the submarines frequently pull alongside for fueling.

5. Forces at the base.

25X1X On the occasion of repairs to the cooking arrangements in the kitchen, in July 1949, [REDACTED] detailed list of the rations distributed. This list agrees with the totals for the crews and the personnel of the ship yard available at this time. These figures were: Two hundred and fifty men serving on the vessels and 137 technical workers belonging to the shipyard, and an additional 50 to 80 men, excluding officers.

25X1A

[REDACTED] Comment:

- * The motor gunboats most probably belong either to the types Nos 201 to 212, built in the years 1937 and 1938, or to similar types. Their maximum speed is said to be 25 knots or more; this agrees with the statements made in this report.
- ** The two types of submarines dealt with here are, to all appearance, boats of the Vetehinen-Class and the Saukko-Class. The sizes given [REDACTED] cannot be considered reliable. 25X1X

According to these indications they would also be approximately of the M-Class, but in this case their external characteristics would not apply to the boats.

The personnel strengths (see para 3) bear out the assumption that the boats described above belonged to the Vetehinen and Saukko-Class, respectively.

- *** The figures concerning the warships observed in harbor give a good idea of the permanent harbor berthing, the supply base and the importance of this naval base in general. The tactical exercises described do not augment present knowledge.

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